



SOME OF NEW YORK'S FIRE-FIGHTERS.

into two battalions, Chief of Battalion Thomas Lally commanding one, consisting of engines Nos. 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

and bear the inscription around the edge: "Founded by a fund contributed by James Gordon Bennett." In the center is the name of the recipient, and the words "Presented in appreciation of meritorious performance of duty as a fireman," and below is a laurel wreath, the name of the fireman, and the date. On the reverse side is an allegorical representation of the elements, earth, fire and water.

The firemen's medals for general efficiency as commanding officer for the past two years, were awarded by the Commissioners to Capt. Joseph P. Byrne, of Engine Company No. 18, and to Capt. Patrick F. Ryan, of Engine No. 57, better known as the Fire Boat New Yorker.

They are also of gold, a little smaller than the Bennett medals. They bear a pair of fireman's helmets wreathed in laurel on one side, with the motto, "This virtue only can triumph over fire." The reverse side is a wreath of laurel.

THE DEPARTMENT AND ITS WORK. Fire chiefs and practical firemen from all over the world come to New York to inspect Chief Bonner's command, for it has won the name not only of "the fire department," but the most efficient in the United States.

It costs the people of New York about \$2,000,000 a year for its fire department. That is a large sum, but it is a small price for the service it renders. The fire department is the most important of the city's services.

There were 1,391 fires extinguished before any serious damage had been done, and many other fires that were prevented from spreading or from becoming conflagrations. The fire department is the most important of the city's services.

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Five persons who live today have the bravery of Fireman Lucas to thank for rescuing them from an awful death. They are Martin, Mary, William, Ellen and Martin J. Ryan, who fell unconscious from the fumes of the fire.

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Fireman Patrick H. Aspell, who will wear the Bennett medal for 1892, won it by a deed as heroic and daring and even more thrilling. He is the fireman who, standing on the top of one of the fire engine's ladders, clutched a window shutter with one hand, pulled it open, and, with the other, threw a bucket of water into the fire.

years old then. A sturdy descendant of Scotch parents, he is gray as a badger now, with a firm, square mouth, a square jaw and a silent tongue. He is a modest man, and he always attributes the marvelous success of the department to the splendid men who are his assistants and the chiefs of the twelve battalions, and the high standard maintained by the examiners physically and intellectually.

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and pluck and bravery during the past year. The roll of honor for the year 1902 bears these names: Daniel McCoy, of Truck No. 4, who rescued Mrs. Feltman from the Hotel Royal fire.

William J. Welland and Joseph L. Newirth, of Truck No. 4, for bravery at the same fire. John J. Kane and Michael J. Powers, of Truck No. 2.

Thomas Kelly, Charles Corson and Patrick J. McMahon, of Engine No. 1. Thomas Kane, of Engine No. 2. Thomas Larkin, of Truck No. 8. Joseph Gundo.

The roll of honor for the year 1902 included the names of several men who were killed while in the performance of their duty. Among these were Thomas H. Godfrey, of Truck No. 2, who was killed while on duty May 21, 1902, and Francis Kelly, of Engine 7, who was crushed to death by a water tower Aug. 27.

Other deaths recorded were those of John Sullivan, Jan. 24, 1902; Daniel L. Kane, Feb. 8, 1902; Thomas Kane, Truck No. 4, March 1, 1902; John Cavanaugh, Engine 13, July 8, 1902; James Stephenson, Truck No. 2, July 29, 1902; Adam Messer, Engine 5, Aug. 20, 1902; John J. Kane, Engine 22, Nov. 20, 1902; Michael Kirwan, Engine 28, Nov. 20, 1902; and James McCann, Truck 15, Dec. 12.

DIDN'T PROPHESY A SIZZARD. Farmer Dunn Doesn't Want Responsibility for the Prediction. An impression was prevalent that Weather Forecaster Dunn had predicted that a "sizzard" would strike New York about this time, but he denies to-day that he ever made any such prophecy, and says that the report must have originated in some other quarter.

There has been a deluge of rain all along the South Atlantic coast during the last twenty-four hours. At Norfolk, Va., the rainfall was five and a half inches, and at Charleston nearly six inches.

DREW OUT \$204,000. The Irving Savings Institution Run Reaches That Figure. Up to noon to-day the total amount of deposits withdrawn from the Irving Savings Institution, at 90 Warren street, upon which a loan has been in progress since Tuesday, was \$204,000. Only six accounts were closed to-day, leaving a total of 103.

Eleven depositors, who had withdrawn their money Tuesday and Wednesday had opened up new accounts this morning. The amount of interest lost by those people alone is over \$500.

At 11 o'clock there was nobody in the bank excepting the officers and clerks.

MISS MANCHESTER'S MURDER

Correio Had to Kill Her Because She Recognized Him.

He Met Her After Searching the House for Rotten Stairs.

BOSTON, June 17.—A special despatch to The Herald from Fall River, speaking of the reported confession of Jose Correio, suspected of the murder of Bertha Manchester, says:

"Though Correio's statement is not complete as it might be, still, the prisoner has made many voluntary and damning admissions, and the police expect to supply the missing links in the chain that now surrounds the accused.

"On the night of June 6, Chief Hilliard, Capt. Conners, Desmond and Loherty and Inspector Perrin drove the prisoner in three-seated carriage to a point near Highland road, less than a mile northwest of the Manchester home.

"The police were led by the hand-cuffed Correio into a meadow near by, and after a few moments search in the farm wall Correio pulled out Bertha's watch and gave it up.

"Correio went to the Manchester house to rob it, and entered it, not by the back door, but by the south entrance to the kitchen, and the police expect to supply the missing links in the chain that now surrounds the accused.

"After taking the watch and money, he came downstairs, only to find the daughter of the house, who had undoubtedly heard the intruder, as she worked in the pantry, and had grabbed the weapon from the kitchen, and the police expect to supply the missing links in the chain that now surrounds the accused.

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NEW YORK TO CHICAGO WHEEL

Harry Hilliard Wylie Will Try to Break a Record.

The Start Made from the City Hall at 9 A. M.

Harry Hilliard Wylie, more commonly known as "Hill Wylie," the gentleman tramp, who made a trip on his wheel from New York to Chicago without the expenditure of a cent, started from City Hall at 9 o'clock this morning to cover the same route in an attempt to break his own record of fourteen days and seven hours, made four years ago on a high wheel.

Mr. Wylie's trainer, L. A. Howell, will accompany him by rail, meeting him at stations along the route.

The cyclist expects to reduce his record to ten days, and hopes that he may reach City Hall, Chicago, a week from to-morrow.

A statement he had left New York at 9 o'clock was signed by F. P. Priol, A. S. Merrick and G. O. Tilden.

He will first go to Philadelphia, from there to Lancaster over a State road, and when Spring came he will encounter until he reaches Ohio.

Wylie carries nothing with him but a coat and a lock to keep his wheel in order.

A crowd of prominent bicyclists were at City Hall this morning to see him off and gave him a parting cheer as he left the park and started down Broadway.

Wylie, the cyclist, is a native of New York, and is a member of the Lincoln Cycling Club.

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A GREAT STEEPLE-CHASER.

Some Secrets in Connection with His Condition and Training.

AVAILS HIMSELF OF THAT WHICH WILL ADD TO PHYSICAL DEVELOPMENT AND ENDURANCE.

One of the best athletes and cross-country runners in the world is Mr. Ernest W. Hiertberg, of the enterprising firm of Hiertberg & Fek, the steam printers at 162 Leonard street, this city. He is the champion steeple-chaser of America and has done much to advance athletics in their best form. People often think that endurance and strength are born in one, and so they are to a certain extent, but they have to be fortified and sustained all the while.

Mr. Hiertberg, who is now in training, has studied this subject very carefully, and it is well known that he avails himself of

everything that can add to his physical development and endurance. In a pleasant conversation with the writer recently he said:

"I have been going through a thorough system of training during the winter months, and when Spring came I found I needed something invigorating to build me up so as to be able to stand the warm weather which is bound to come and which every one must prepare for. Mere physical endurance and nerve power will not fully answer the purpose. I determined this year to avail myself of the benefits of scientific discovery, and hence resorted to the use of something of which I had heard a great deal. I must say that I found it beneficial in every way. It gave me a good appetite, built me up and was very invigorating. This is what Paine's celery compound has done for me, and I do not only endorse it, but highly recommend it to athletes and those who need something to certainly assist them."

If an athlete, who is a perfect specimen of physical manhood, finds benefit from the use of a nerve tonic, vitalizer and strengthener, what may it not be worth to those people who are not noted for superior strength and endurance? Does it not stand to reason that weakened women, debilitated men and even puny children can be greatly benefited by that which has such remarkable effects upon athletes in the full vigor of life. The wonderful popularity which this discovery has achieved is due to the fact that it accomplishes just these things, and as such it is most cordially commended.

Mr. Hiertberg himself expects to go away for the Summer in a few days, and it is scarcely likely that he will be impossible for all the members of the Commission to come together until next Fall.

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